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ADOPTED

MAY 10, 1990

MEMORANDUM

TO: BOSTON REDEVELOPMENT AUTHORITY AND
STEPHEN COYLE, DIRECTOR

FROM: THOMAS O'MALLEY, ASSISTANT DIRECTOR FOR
NEIGHBORHOOD HOUSING & DEVELOPMENT
ANDREA d'AMATO, PROJECT MANAGER

SUBJECT: SOUTH END URBAN RENEWAL AREA, PROJECT NO. MASS. R-56,
BERKELEY STREET COMMERCIAL AREA REVITALIZATION DISTRICT
(CARD) PLAN

SUMMARY: THIS MEMORANDUM REQUESTS THAT THE DIRECTOR BE
AUTHORIZED TO SUBMIT APPLICATIONS FOR APPROPRIATE LOCAL
AND STATE APPROVALS TO CREATE A COMMERCIAL AREA
REVITALIZATION DISTRICT (CARD) ALONG A SECTION OF
BERKELEY STREET IN THE SOUTH END.

The Commercial Area Revitalization District (CARD) program is a mechanism provided by the Commonwealth whereby development incentives, heretofore available only to industrial enterprises, can be made available to commercial enterprises such as hotels, office buildings, retail stores, and certain non-profit institutions which are open to the general public for development.

Additionally, recent legislative action now permits the use of these development incentives for mixed residential and commercial projects.

The development incentives available through the CARD program include:

- o tax-exempt industrial development bond financing through the Massachusetts Industrial Finance Agency (MIFA) (only available until September, 1990);
- o eligibility to apply to the State's "Off-street Parking Program" which finances 75 percent of project costs for the development of new lots or expansion of old lots (the appropriate local municipal body has to apply);
- o mortgage insurance on revenue bond and conventional financing (i.e. taxable bonds) through MIFA; and
- o a tax credit and net income deduction on state corporate excise taxes for firms involved in the State Urban Job Incentive Program.

The Boston Redevelopment Authority (BRA) is responsible for the preparation and implementation of CARD plans in those areas of Boston designated as urban renewal areas. The area of the proposed Berkeley Street CARD (see "Attachment A") includes land that is included in the South End Urban Renewal Area, Project No. Mass. R-56. This area is also being studied by BRA planners and local residents as part of the BRA's South End Development Policy Planning Process.

The area included in the proposed Berkeley Street CARD includes a wide variety of retail, office, performing arts, and residential buildings, though it is predominantly a commercial area. This area is now undergoing significant physical, social, and economic change and is subject to the considerable development pressures from several commercial, residential and institutional projects adjacent to the Berkeley CARD area.

The availability of CARD-related development incentives will assist the developers of smaller commercial and performing arts projects, including the recently-completed non-profit office complex at 95 Berkeley Street, to obtain permanent financing at below-market interest rates. Given the pressing need for lower-cost office space for local non-profit groups, there has been significant community interest in supporting the project at 95 Berkeley Street, developed by The Community Builders (formerly the Greater Boston Community Development Corporation). The creation of a Berkeley Street CARD would further the goal.

The attached Berkeley Street CARD proposal has been presented to and reviewed by the Ellis Neighborhood Association and the 28-member South End Development Policy Plan "Working Group." The proposal has been favorably received by both groups.

An appropriate vote follows:

VOTED: That the Director be authorized to submit applications for appropriate local and state approvals to create a Commercial Area Revitalization District along the section of Berkeley Street in the South End as outlined in "Attachment A."

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BERKELEY STREET C.A.R.D. PLAN

1.0: RATIONALE FOR DESIGNATING THE BERKELEY STREET DISTRICT CARD

The Berkeley Street CARD is situated in an area of the city between the Midtown Cultural District, the Theater District/Chinatown CARDS, the Tent City development project, and Back Bay Station and is partly located in the South End Urban Renewal area and the South End National Historic District.

While considerable improvements have been carried out in the area in recent years, its critical location as a major entryway to the South End, scattered vacant lots, and some marginal commercial uses offer opportunities for development and neighborhood improvement. Public actions are required in order to take maximum advantage of these opportunities in concert with active community participation.

The core of the area consists of the partially vacant 260,000 square foot Pledge of Allegiance building which has been struggling to lease-up for several years; three large vacant and under-utilized parcels of land; the Salvation Army Headquarters; the vacant 100,000 square foot 95 Berkeley Street building; the Chandler Inn; and two strips of ground level retail stores along Berkeley Street. The key building in stimulating a revitalization of this area and surrounding retail is the 95 Berkeley Street Building.

The under-utilized land and buildings in the area are the result of economic factors. Inadequate rental income does not permit the expenditure of funds necessary to upgrade the commercial property since the cost of upgrading cannot be amortized by present rent levels. Under-utilized land, vacant buildings, and dead end streets present opportunities for new investment and community improvement.

All of this occurs in an area where the housing stock has improved dramatically over the last several years due to the quality of the buildings and the proximity of this area to Downtown Boston.

2.0: PLAN OBJECTIVES OF THE BERKELEY STREET CARD

The Berkeley CARD contains a mixture of commercial uses, largely non-profit in nature. It encompasses retail, parking, some residential (4%), hotel, day care, the Salvation Army, institutional and miscellaneous tax-exempt uses. Approximately 40% of the land is classified as commercial vacant land use. Another 39% is commercial use (see pages 10 & 11). With the exception of limited residential uses, the majority of land use is commercial. The strength of this CARD is ability to encompass tracks of vacant land and buildings which can benefit from this designation. Therefore, it is the overall intention of the Berkeley CARD to address the economic problems within the CARD, but still retain and enhance the physical and commercial qualities of this district to serve the needs of the area's residents.

The overall objectives of this plan are as follows:

1. To encourage the rehabilitation of existing buildings and stimulate occupancy levels in vacant and under-utilized buildings in the CARD area.
2. To stimulate the utilization of vacant or under-utilized lots and as a result better serve the residents of the immediate neighborhood.
3. To provide financing mechanisms whereby existing buildings that are experiencing high vacancy rates and are largely under-utilized can be rehabilitated and upgraded.
4. To encourage new construction on vacant, under-utilized or blighted lots which is consistent with the architectural characteristics of the surrounding area.
5. To connect the edge of the South End community more successfully to the Park Square side of the Massachusetts Turnpike.
6. To provide public improvements that will encourage ground floor retail and pedestrian movement throughout the area.

7. To upgrade the under-utilized areas of the district such as the dead end at the end of Chandler Street and the abandoned pocket park between Chandler Street and Arlington Street, and thus eliminate poor security areas.
8. To encourage a mixture of commercial uses in buildings which serve the neighborhoods needs and are consistent with the commercial character and economic mix of the area.
9. To integrate, in a harmonious fashion, the commercial use with the surrounding community residential uses.
10. To stimulate abutting commercial uses such as the Chandler Inn.

thence continuing along the extended southerly property line of Parcel numbered 218 Columbus Avenue;

thence turning easterly and continuing along the property line of the same said parcel to the easterly sideline of the Berkeley Street right of way;

thence turning southerly and following the Berkeley Street right of way to the intersection of the northern property line of the lot numbered 88 Berkeley Street;

thence turning westerly following the northern property line of the same said parcel to the western property line of parcel 88 Berkeley and Parcel 86 1/2 Berkeley Street;

thence turning southerly and continuing along the western property line of the parcel numbered 86 1/2 Berkeley Street to the intersection of the western face of building;

thence turning southerly and following the western and southern face of the buildings on parcels 84 Berkeley Street, 82 Berkeley Street, and 80 Berkeley Street and the extended property line of parcel numbered 78-76 Berkeley Street to the intersection of the centerline of Chandler Street;

thence continuing to the point of intersection of the extended northern property line of parcel numbered 68-66 Berkeley Street;

thence following the westerly property line of the same said parcel to the centerline of Lawrence Street;

thence turning easterly and following the centerline of Lawrence Street to the point of intersection of the centerline of Berkeley Street;

thence turning southerly and following the centerline of Berkeley Street to the point of intersection of the centerline of Appleton Street;

thence turning easterly and following the centerline of Appleton Street to the point of intersection with the centerline of the alley parallel to Berkeley Street;

thence turning northerly and following the centerline of the same said alley to the point of intersection

thence turning easterly and following the southern property line of the same said parcel to the intersection of the eastern property line;

thence turning northerly and following the eastern property line of the parcel numbered 40 Isabella, and the extended property line to the intersection of the southern property line of the city-owned parcel at the corner of Columbus Avenue and Isabella Street numbered 198 Columbus Avenue;

thence turning westerly and then northeasterly and following the sidelines of Isabella Street and then Columbus Avenue to the intersection of the extended northeasterly property line of the parcel numbered 187 Columbus Avenue;

thence turning northwesterly and following the northeastern property line of the parcel numbered 187 Columbus Avenue to the intersection of the northwesterly property line;

thence turning southwesterly and following the northwesterly property line of the same said parcel to the intersection of the eastern sideline of the Berkeley Street right of way and further extended to the intersection of the centerline of Stanhope Street as extended;

thence turning southwesterly and following the centerline of Stanhope Street to the point of origin.

3.04

Map: CARD boundaries.

Existing Land Use

**PROPOSED
COMMERCIAL AREA
REDEVELOPMENT
DISTRICT**

C OFFICE, COMMERCIAL
RETAIL

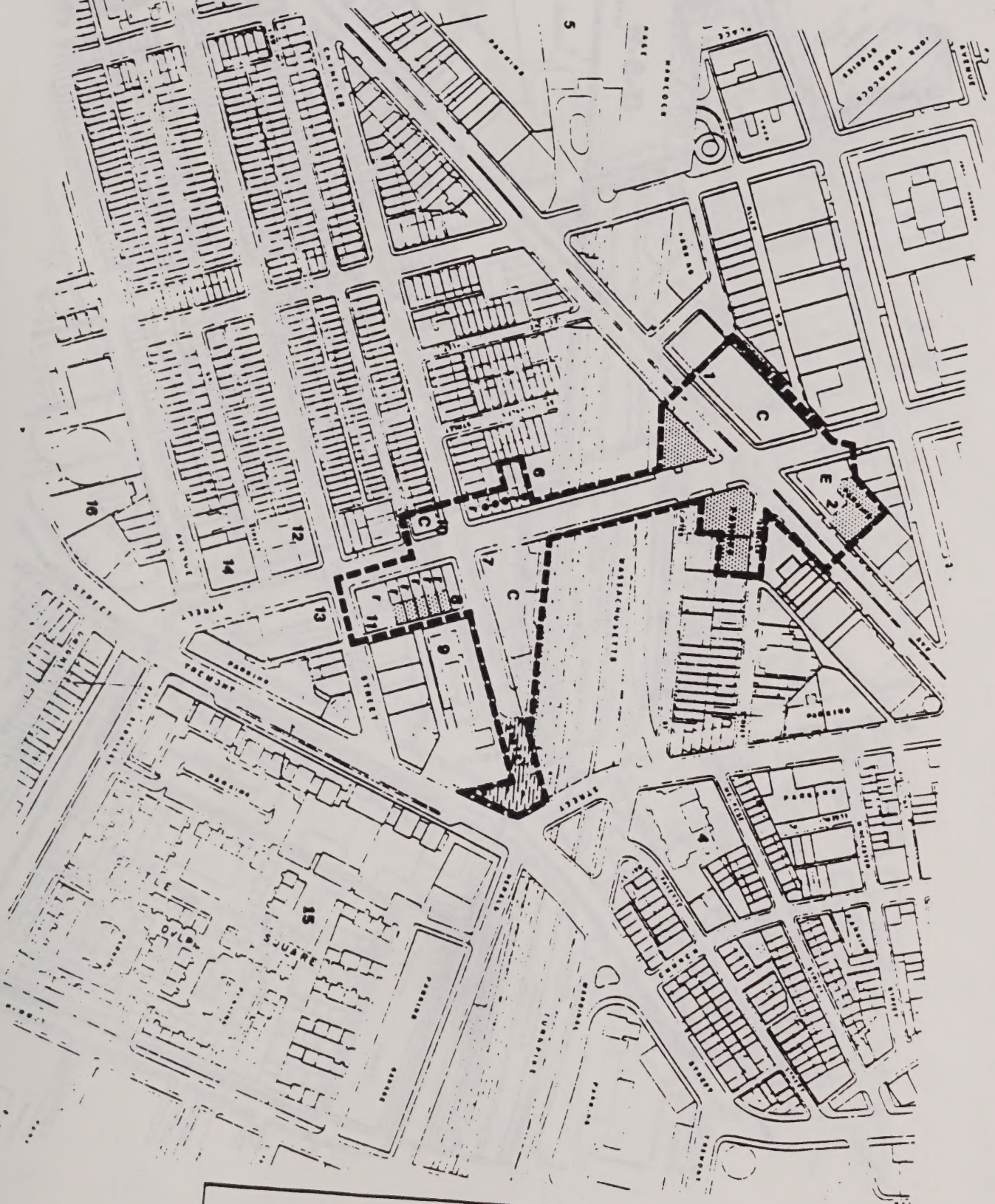
R RESIDENTIAL

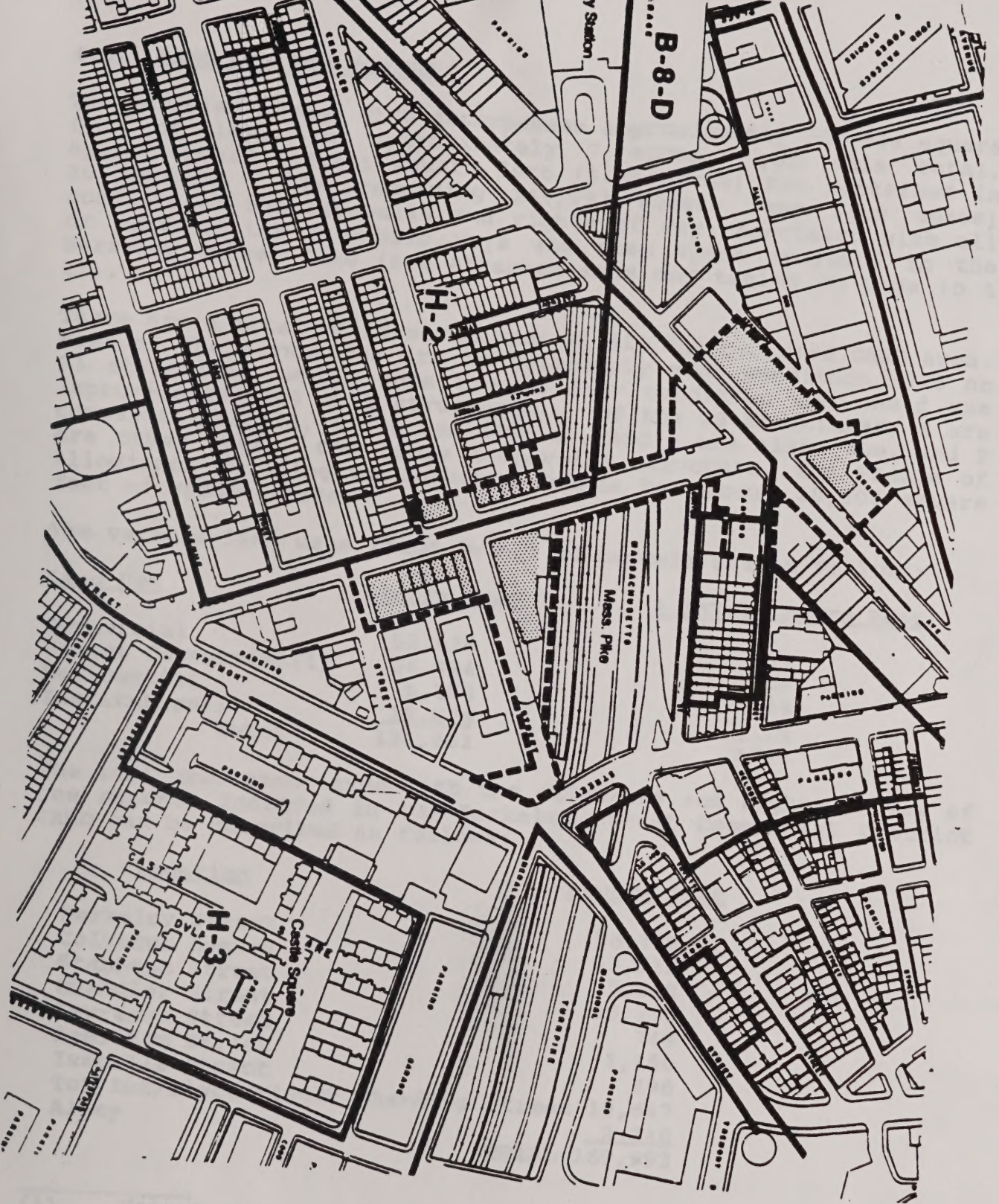
E UNDERUTILIZED VACANT,
SURFACE PARKING
INSTITUTIONAL

O OPEN SPACE

LIST OF SIGNIFICANT BUILDINGS

1. FLEET OF ALLIANCE BLDG.
2. SALVATION ARMY HOOTING BLDG.
3. FIRE STATION
4. BOSTON HIGH SCHOOL
5. BACK BAY RAILROAD STATION
6. METRA SERVICE BUILDING
7. NON-FRONT C/FEE BUILDING
8. CHANDLER INN
9. ANNUAL RESCUE LEAGUE BLDG.
10. ELLIS MEMORIAL
11. BENEVOLENT HALL
12. Y.W.C.A. BENEVOLENT RESIDENCE
13. FINANCIAL INSTITUTE
14. POLICE STATION NO. 4
15. CASTLE SQUARE
16. BOSTON CENTER FOR THE ARTS





Zoning

PROPOSED
COMMERCIAL AREA
REVITALIZATION
DISTRICT

4.0: LAND USE AND ZONING

The Berkeley Street CARD encompasses approximately 304,844 square feet of land, or approximately 7 acres. Of this total, approximately 134,851 square feet (3.09 acres) are contained in 20 parcels. The remaining 169,993 square feet (3.9 acres) consists of the sidewalks and rights of way associated with all or part of the 9 public ways and open space included in the Berkeley Street CARD (see attached maps and tables on page 10 & 11).

There are a total of 18 structures within the proposed CARD area. Most of the structures are in relatively good condition (72% or 13 structures) while some are in fair condition and could use improvements (28% or 5 structures). Of the 18 structures, 4 are commercial/retail, 4 are residential, and 8 are mixed use, and 2 are other uses. One large commercial structure, the Pledge of Allegiance building on Columbus Avenue has about 20,000 square feet of vacant space.

The various land uses found in the 20 parcels are as follows:

<u>Land Use</u>	<u>Square Feet</u>	<u>% Total Square Feet</u>
Commercial	52,526	39%
Vacant Commercial(1)	54,494	40%
Residential	5,155	04%
Institutional	<u>22,676</u>	<u>17%</u>
Total	134,851	100%

The land area associated with the sidewalks and rights of way of the streets included in the Berkeley Street Commercial District CARD can be described as follows:

<u>Location</u>	<u>Square Feet</u>
Berkeley Street	76,720
Columbus Avenue	43,512
Stanhope Street	5,040
Chandler Street	25,140
Lawrence Street	768
Appleton Street	3,150
Isabella Street	696
Tot Lot/Discontinued Chandler Street	12,547
Alley	<u>2,240</u>
TOTAL	169,993

(1) Vacant commercial designation includes parking lots and auto storage.

4.1: PROPERTY OWNERSHIP AND LAND USE (1988 DATA SOURCES)

<u>Street Address</u>	<u>Ward Parcel Sub</u>	<u>Sec Lot</u>	<u>Land Area</u>	<u>Owner</u>	<u>Cls</u>	<u>Use</u>
205 Columbus Pledge of Allegiance Bldg.	04-1146	215	26,841	Frank Sawyer	C	Office/ Commercial
218-210 Columbus National Car Rental Lot	05-1072		11,224	Austin L. Rounds 52 Butters Rd. Wilmington, 01887	C	Vacant comm. Auto Storage
147 Berkeley Salvation Army Headquarters			19,676	Salvation Army	E	Offices/ Parking
125 Berkeley Parking Lot	05-1100		10,904	65 Bedford St. Trust 10 Gainsboro St., Boston MA	C	Vacant Comm. Parking
40 Isabella St. Comm. Parking Lot	05-1111		5,474	Payette Assoc. 25 Cortes St. Boston, 02116		Vacant Parking
93-95 Berkeley			26,892	GBCD, Inc. 79 Milk St. Boston, 02109	E	Non-profit, Commercial
88 Berkeley	05-1005		2,405	Wong, Ping Tserk	R4	Residential
86 1/2 Berkeley			2,415			Residential/ Commercial (Barber Shop)
84 Berkeley			990	Stoney End Condo	CM	Residential
82 Berkeley			990			Residential
80 Berkeley			770			Residential

**PROPOSED
COMMERCIAL AREA
REVITALIZATION
DISTRICT**

Upgrading and improving existing overgrown and poorly maintained riparian areas along the usually significant Mass Turnpike. The currently abandoned area will be cleared, landscaped and limited to stream usage and provide security.

neighborhood residents in the evening hour

The new transformer and vault serving the entire area will be an upgrade to configuration, electrical system in program of improvements.

The Transportation Department has proposed widening Heward Street to Union Street and building a pair of bike lanes to provide access from the beach to the seaport. This would eliminate traffic cutting through the South End to get to the seaport.

The uses patterns of the meeting open space is should be evaluated. The design and configuration can be related to better serve the needs of area residents. The locally needs metropolitan, such as living and entrepreneurship, and urban design, a high quality but for the day care centers in the area.

STREETSCAPE IMPROVEMENTS

More bricks, scaffolding, and so on to finish the south end improvements and complete the bridge along Chandler Street, along Broadway Street to the open space at Abington Square.



Public Improvements

**PROPOSED
COMMERCIAL AREA
REVITALIZATION
DISTRICT**

LAMINATING IN MIST A PROOF-OF-WAY.

Upgrading and improving existing overgrown and poorly maintained rights of way along the nearby significant slopes. Turbines. The currently abandoned area will be cleared, landscaped and fenced to screen views and provide security.

OUT STREET PARKING

neighborhood residents in the evening hours.

THE NEW ME I WORK TRANSFORMER

The new transformer and vault serving the entire area will be an upgrade to conjunction with Boston Edison's overall program of improvements.

3.1. EXTENSION/PLAYS

transportation Department has proposed extending Harvard Street to Ocean Avenue and building a pair of on-ramps to provide access from the back bay to the expressway. This would eliminate traffic cutting through the South End to get to the expressway.

EXISTING FOR LOT

The use patterns of the existing open spaces for should be evaluated. The design and configuration can be refined to better serve the needs of area residents. The locally needed maintenance, such as lighting and landscaping, and urban design improvements to allow it to function as a high quality site for the day care centers in the area.

STREETSCAPE IMPROVEMENTS

High brick sidewalk and street trees to match the existing South End improvements and complete the striking the existing pedestrian street along Berkeley Street to the open space at Arlington Square.

78-76 Berkeley			1,740			Residential Commercial (Cleaners)
26 Chandler Chandler Inn Hotel	05-704	32	2,496	Keith Gordon Trust	C	Hotel/Res. Restaurant
75-73 Berkeley	05-702		2,091	Toy, Wing Ark		Retail/ Residential Upper Levels
71-69 Berkeley			2,486			Retail/ Residential Upper Levels
66 Berkeley Ellis Memorial and Eldredge Day Care Center			3,000		E	Day Care
67-65 Berkeley			2,490			Retail/ Residential Upper Levels
63-61 Berkeley			2,490			Retail/ Residential Upper Levels
59-57 Berkeley			2,290			Retail/ Residential Upper Levels
53 Berkeley Berkeley Hall Residences			7,187			Retail/ Upper Level 34 Condos
TOTAL NUMBER OF LEGAL LOTS			20			
TOTAL LAND AREA IN LEGAL LOTS			134,851 S.F.			
TOTAL ACRES			3.0958 acres			

4.2 SUMMARY TABLES - LAND AREA AND LAND USE

<u>TOTAL LAND USE IN THE 20 LEGAL LOTS</u>	<u>SQUARE FEET</u>	<u>\$ OF TOTAL</u>
COMMERCIAL:	52,526	39%
VACANT COMMERCIAL:	54,494	40%
RESIDENTIAL:	5,155	4%
INSTITUTIONAL/TAX EXEMPT:	<u>22,676</u>	<u>17%</u>
	134,851	100%

LAND AREA IN SIDEWALKS AND RIGHTS OF WAY

<u>STREET</u>	<u>SQUARE FEET</u>
BERKELEY STREET	76,720
COLUMBUS AVENUE	43,512
STANHOPE STREET	5,040
CHANDLER STREET	25,140
LAWRENCE STREET	768
APPLETON STREET	3,150
ISABELLA STREET	696
TOT LOT/DISCONTINUED CHANDLER STREET ALLEY	<u>12,547</u> <u>2,420</u>
TOTAL:	169,993 SF 3.90 ACRES

TOTAL CARD AREA

LAND AREA IN 20 LEGAL LOTS	134,851 SF
LAND AREA IN SIDEWALKS AND RIGHT OF WAY	169,993 SF
TOTAL:	304,844 7 ACRES

5.0: PLAN STRATEGY

5.1 Public Improvements and Facilities

- A. Traffic Circulation. The city is presently studying the possibility of extending Herald Street across the Massachusetts Turnpike and over to Columbus Avenue. A schematic plan of the extension is included on the Map of Planned Improvements. This extension would alleviate traffic generated by the Southeast Expressway and the Third Harbor Tunnel project and decrease the impact of traffic on the neighborhood. It will also close up a large part of the dead space over the Massachusetts Turnpike, and further the redevelopment between the two parts of the CARD district. An estimated timetable for the project, assuming all necessary approvals are obtained, is to have engineering completed by the end of 1991, with construction beginning in 1992 or 1993. Construction is estimated to take two to three years.

A new set of Turnpike on/off ramps is being studied in conjunction with Herald Street. A new westbound off-ramp would replace the existing Arlington Street on-ramp and go from the Massachusetts Turnpike to Berkeley Street within the proposed CARD area. A new eastbound on-ramp would be constructed to the Turnpike from the intersection of Arlington, Herald and Tremont Streets.

A pedestrian traffic improvement would be the opening for public use of the Berkeley Street emergency access to Back Bay Station. It would appear that permanent access could be established at this location which would permit a continuous protected walkway to Back Bay Station. This access point would increase pedestrian traffic on Berkeley Street and permit a short-end route to this major transportation node from the areas around the Berkeley Street CARD.

- B. Provision of Off-Street Parking. The renovation of 95 Berkeley Street includes the construction of 36 off-street parking spaces. These spaces are used by the building occupants during the day and are available to neighborhood residents in the evenings and on weekends. In meetings with the Ellis Neighborhood Association, off-street parking was considered a major priority.

C. Utilities. Although no major new utility work will be constructed, a new network transformer will be installed at 95 Berkeley Street. The South End has experienced serious power shortages and the new network transformer will be designed to pick up power loads from adjoining properties should they suffer power failure.

D. Streetscaping, Pedestrian Malls, Parks and Plazas. The sidewalk on Berkeley Street and Chandler Street has been restored and a new sidewalk section built on the Chandler Street side of 95 Berkeley Street. Security lighting has been installed and trees planted.

The pocket park between the end of Chandler Street at Arlington Street is poorly designed with no operable security lighting, no maintained plantings and neglected play equipment. This pocket park is within the discontinued right-of-way of Chandler Street. It was built by the MBTA as part of their improvements on the Orange Line. It appears possible to redesign and reconstruct the small park for a modest investment by eliminating the unused play equipment, repairing the lighting, changing the benches and replanting the park. The 95 Berkeley Street development is committed to assist in the daily maintenance of this area.

Most of the other sidewalks and open areas in the CARD are in reasonably serviceable condition.

The owner of 95 Berkeley Street will receive permission from the MBTA to plant and maintain landscaping between the 95 Berkeley Street building and the railroad right-of-way from Berkeley Street to the intersection of the railroad right-of-way with Chandler Street. This strip is neglected and littered with debris and is an eyesore in the middle of the proposed CARD.

E. Map of Planned Improvements. Attached.

5.2 Use of Public Incentives. The key to revitalization of the CARD area has been to complete the renovation and occupancy of 95 Berkeley Street. This structure is a 100,000 square foot building in the middle of the CARD District. Renovation of this vacant structure has had a major beneficial impact on the abutting CARD area and the adjacent residential neighborhood. The building is occupied by non-profit agencies and the renovation is being financed by several construction loans. In order to complete the renovation and occupancy targets, it is necessary to secure permanent financing to retire the construction debts. The CARD designation offers key financial advantages in achieving these goals. Since this

project is seen as the key project for the CARD the following local, state and federal development incentives will be used.

A wide range of public incentives were built into the project including a loan guarantee from the Massachusetts Thrift Fund for \$3.7 million; a \$5 million loan from the City of Boston Public Facilities Department of CDBG BUILD funds; a \$250,000 loan from the Massachusetts Community Development Finance Corporation; and a commitment from Massachusetts Industrial Finance Agency (MIFA) to work with the developer of 95 Berkeley Street to float a \$13 million tax exempt bond for permanent financing. The total of the federal, state and local resources is \$21,650,000.

In addition, several programs exist which target resources to commercial districts for which eligible projects could apply. These include the Neighborhood Development Bank which offers below-market rate financing to commercial, residential, and mixed-use projects in designated commercial districts primarily for building rehabilitation and facade improvements. Developments outside the designated districts are considered for funding subject to meeting additional public benefit criteria; the Loans to Encourage Neighborhood Development (LEND) Program, a gap financing source which provides low-interest (5% to 8%) loans to eligible residential, commercial, industrial, and mixed-use projects; the Neighborhood Development Fund, a fund in which repayments of federal Urban Development Action Grant and Housing Development Action Grant loans are deposited and then relaned to finance residential, commercial, industrial, and mixed-use projects, and the BUILD program which provides construction financing at below-market interest rates for major residential, commercial, mixed-use or industrial development projects with significant public benefits.

- 5.3 Character of Development/Redevelopment. The major opportunities for future development include securing the permanent financing necessary for the renovation and restoration of the 100,000 square foot 95 Berkeley Street building, renovation and upgrading of the Chandler Inn, commercial development of the two underutilized lots located at Berkeley Street and Columbus Avenue, upgrading of the Pledge of Allegiance Building and upgrading of the ground level retail establishments along Berkeley Street.

The sequence of development has begun with the renovation and upgrading of 95 Berkeley Street which has had a positive impact on the adjoining Chandler Inn and the ground floor retail on Berkeley Street. The restoration

of this building upgrades the quality of the area, increases security, upgrades public open areas, and brings over 600 new people to the area. The development of the Columbus Avenue/Berkeley Street lots might follow the 95 Berkeley Street upgrade and the reconfiguration of Herald Street. The proposed construction of the Herald Street extension will cover a portion of the Massachusetts Turnpike and give these lots, particularly the westerly lot, exposure on two major traffic carriers.

As the area across from the Pledge of Allegiance Building is upgraded the potential of increased rents would complete the major interior upgrading of this building. New construction on the Berkeley/Columbus lots would permit the creation of several new retail establishments, thus further reinforcing retail strength along Berkeley Street and the connection of these two areas currently separated by the Massachusetts Turnpike.

New marketing techniques are not a necessary component of this plan since the overall strategy rests on bringing commercial property back into productive use. The redevelopment effort will bring many more people to the area than will new marketing techniques.

No public land acquisition, clearance and/or disposition is planned or will be needed to implement the Berkeley CARD.

5.4 Local Financial Commitment. The City of Boston has committed a \$5 million loan through the Public Facilities Department. The State has committed a loan guarantee from the Massachusetts Thrift Fund for \$3.5 million, and an offer of \$250,000 loan from the Massachusetts Community Development Finance Corporation. Finally Massachusetts Industrial Finance Agency (MIFA) is committed to work with the developer of 95 Berkeley Street to float a \$13 million tax exempt bond for permanent financing. The total of the federal, state and local resources is \$21,450,000.

5.5 Private Sector Investment. Funds have been procured from a variety of different sources. This project has received a \$12.2 million dollar construction loan from the City Savings Bank in New Jersey and \$250,000 from LIISC (Local Initiative Support Corporation) for construction purposes. Additionally, over \$600,000 has been raised from Foundations including, the Boston Foundation, Hyams Trust, Shawmut Foundation, Globe Foundation, State Street Bank Foundation, Riley Foundation, Bank of Boston Charitable Trust, Bank of New England Charitable Trust, and Raytheon Company. Finally, over \$1 million has been invested by Community Builders. The total amount raised from private

funds, foundations and project resources is approximately \$14,035,640.

5.6 Compatibility of This Plan With Downtown Development. This plan complements downtown district planning efforts undertaken pursuant to Article 27D of the Boston Zoning Code, the Midtown Cultural District Plan and Zoning (Article 38).

5.7 Land Use/Design Controls. A portion of the CARD is located in the South End Landmarks District and as such is subject to Boston Landmarks Commission review. Because of the use of federal and state financial incentives, 95 Berkeley Street was also subject to Massachusetts Historic Commission and 106 Reviews.

More restrictive land use and design controls, other than the present Boston Zoning Code and the project submission and certification procedures outlined in Section 7.0 and 8.0 of this Plan, will not be needed to implement the Berkeley Street CARD Plan.

The entire CARD is zoned either H-2, B4 or B8, which are general or mixed use. All of the commercial uses that are presently in the CARD or could move into the CARD, are allowed uses under the present Boston Zoning Code.

The BRA also requires that any developer in a CARD receive written certification from the Director of the BRA that the project proposed for the CARD area is:

- A. Located within the boundaries of the appropriate CARD, and
- B. Meets the objectives of the appropriate CARD plan.

In order to secure this certification, the developer must submit architectural and financial information to the Director of the BRA for design review and approval.

6.0: FINDING OF CONFORMANCE WITH OTHER LOCAL PLANS

- 6.1 The Berkeley Street CARD plan is in conformance with the 1965-1975 General Plan for the City of Boston as published by the Boston Redevelopment Authority in 1965.

The CARD is partly located within the boundaries of the South End Urban Renewal Plan, Mass. R-56, as approved by the City Council and the U. S. Department of Housing and Urban Development (HUD). Development projects proposed within part of this CARD are subject to the land use and design controls of the South End Urban Renewal Plan. The goals and objectives of the Berkeley Street CARD Plan are consistent with the South End Urban Renewal Plan.

The CARD complements district planning efforts undertaken pursuant to Article 27D of the Boston Zoning Code and the Midtown Cultural District Plan and Zoning (Article 38).

In addition, comprehensive master planning for the South End, including the CARD area, was recently initiated. The Mayor has appointed a 28-member working group of area residents to assist the Boston Redevelopment Authority in community-based planning efforts which will result in a South End Development Policy Plan. The production of this Plan is expected to take approximately one year and will be the basis for future planning and development initiatives.

7.0: BUSINESS & COMMUNITY PARTICIPATION PROVISIONS

- 7.1 Community Participation. In May 1989, the BRA and the Mayor's Office of Neighborhood Services convened a meeting with the Ellis Neighborhood Association. The Association supports the designation of this area as a CARD district. In addition, since May 1988, the developer of 95 Berkeley Street has met twice with the Ellis Neighborhood Association and twice with the architectural subcommittee of the neighborhood to discuss plans to upgrade and renovate this vacant building.

The city will continue these discussions with the Ellis Neighborhood Association around these issues and other issues affecting the CARD proposal.

On March 14, 1990, the BRA staff met with and provided the 28 member South End Working Group, at their regular meeting, an updated presentation of the Berkeley CARD process. The Working Group is comprised of representatives from nearly all neighborhood associations in the South End as well as from other local agencies and interest groups. The minutes of this meeting, as well as a listing of the membership and participants of the Working Group, are included in Appendix B of this application.

- 7.2 Business Community Participation in Review of CARD Proposals, in the Berkeley Street CARD Plan. In order to be eligible for any present or future development incentives that would otherwise not be available, except in a commercial area revitalization district, any developer of a proposed project in the Berkeley Street CARD must secure written certification from the Director of the Boston Redevelopment Authority that the proposed project is:

- A. Located within the boundaries of the Berkeley Street CARD; and
- B. Conforms with the objectives of the Berkeley Street CARD Plan.

Before granting the above certification, the BRA requires the submission of certain project-related information for design review and approval. The nature and type of this required project-related information is outlined in Section 8.0 of the Berkeley Street CARD Plan.

As part of the review process, the Director of the BRA may appoint a committee of civic leaders and businessmen from the Berkeley Street CARD area to review and comment on all projects seeking CARD-related development incentives.

The BRA shall transmit to this review committee sufficient architectural information to describe the overall design, size, scope and nature of the proposed project. The review committee will then be allowed a maximum of 14 days to review and comment on the proposed project.

The comments and advise of the review committee will then be submitted to the Director of the BRA for review and consideration prior to the granting of CARD certification for the proposed project.

In addition, the BRA may, at its discretion, review the design, scope, and the nature of the proposed project with other concerned citizen and business groups.

Any application for mortgage insurance or tax exempt revenue bonds through the Massachusetts Industrial Finance Agency must be approved at a regularly scheduled public meeting of MIFA. MIFA will provide public notice by means of newspaper announcement to publicize a hearing that will be held to solicit comments on the issuance of tax exempt bond.

8.0: PROJECT CERTIFICATION AND SUBMISSION REQUIREMENTS

In order to be eligible for any present or future development incentives that would not otherwise be available except in the Commercial Area Revitalization District, any developer of a proposed project in the Berkeley Street CARD must secure written certification from the Director of the Boston Redevelopment Authority that the proposed project:

- A. is located within the boundaries of the approved Berkeley Street CARD, and
- B. that the proposed development project is in conformance with the objectives of the Berkeley Street CARD Plan.

In order to insure that a proposed development project in the CARD meets the above project certification criteria, the developer of the proposed project shall submit the following materials to the Director of the Boston Redevelopment Authority for design review and project approval.

- A. Sufficient 8"x10" glossy photographs of the project area to describe the existing conditions on the proposed project site including the interior and principal facades of any building(s) to be rehabilitated.
- B. Site plans showing the project area and the approximate location of structures and facilities to be constructed.
- C. Drawings showing the buildings and other improvements to be constructed in a form adequate to show the nature and extent of the project, including elevations, floor plans, and elevations of the surrounding area.
- D. Outline specifications showing generally the character and quality of the construction to be employed.
- E. A statement of all permissions which will be required for the project to deviate from zoning, building, health and fire laws, codes, ordinances and regulations in effect in Boston.
 - 1. A statement of the deviations required from the State Building Code including the anticipated date said deviations will be approved.
 - 2. If deviations are required from the Boston Zoning Code, the request shall have a comparison of what the Code requires and what the project will provide.
- F. A description of which improvements to be constructed as part of the proposed project will be financed by the owner

or developer of the project and any improvements to be constructed will be financed by proposed tenants as leasehold improvements.

- G. A pro forma financial statement showing the developer's ability to carry out the proposed project.